

Neighborhood Ballard Interbay Manufacturing Industrial Center

Implementor OED
Matrix FM11

Activity *Preservation of Land for the Fishing /Maritime Industry. The City shall fund a study to examine the strategies used for preservation of farm land, open space, and resource lands in Washington State to determine how the waterfront and water-dependent property in the BINMIC should be reserved for the cyclical needs of the fishing and maritime industries.*

<u>FM11: 1 of 1</u>	Sub-Activity	Examine strategies used for preservation of farm land, open space and resource lands.	
	Sub-Act Comment(s)	<p>The Seattle Shoreline Alternative Mitigation Plan will change the way that the city implements its Shoreline Master Program for the shoreline between the Hiram Chittenden Locks and the Montlake Cut. This area includes the Salmon Bay, the Ship Canal, Lake Union and Portage Bay. While no changes will be made in the overall policy direction of the Shoreline Master Program, development of this plan will result in changes to the ways that some projects can satisfy the requirements to provide public access or to protect the shoreline environment.</p> <p>After a thorough public participation process and analysis of shoreline conditions, a set of shoreline restoration and public access projects will be identified. These projects will be selected with an eye to providing benefits throughout the freshwater shorelines in the study area and will represent the best opportunities for a comprehensive approach to shoreline restoration. Shoreline project applicants will then have the option of satisfying all shoreline protection and public access requirement on-site or by financially supporting projects that are identified in the Shoreline Alternative Mitigation Plan.</p> <p>DPD held a public workshop on June 29, 2005, to discuss a plan that would allow more flexibility in shoreline development requirements, while also strengthening habitat protection and enhancing public access. The following article was in the DPD News on June 7, 2005.</p> <p>Called the Shoreline Alternative Mitigation Plan (SAMP), this project would change the way that the city implements its Shoreline Master Program (SMP) for shorelines between the Hiram Chittenden Locks and the Montlake Cut, including Salmon Bay east of the locks, the Ship Canal, Lake Union and Portage Bay.</p> <p>While the City is not considering changes in the overall policy direction of the SMP, development of the alternative mitigation plan will result in changes to the way that some types of shoreline development projects can satisfy requirements to provide public access or to protect the shoreline environment.</p> <p>The goals of SAMP are to:</p> <ul style="list-style-type: none">-Promote the vitality of water dependent industrial uses by providing onsite expansion opportunities and a predictable and timely permitting process;-Protect and restore shoreline aquatic habitat by identifying key restoration projects and leveraging public and private resources to implement these projects; and-Provide and enhance public access opportunities. <p>Currently, the City's SMP requires that developers satisfy shoreline mitigation and public access requirements onsite. By allowing developers to satisfy these requirements offsite, shoreline restoration projects can be located where they will have the most impact, and shoreline permit applicants will gain greater flexibility in site layout and benefit from a more predictable permit process.</p>	Jason Wachs 10/19/05

Drawing on a thorough public participation process and detailed analysis of existing shoreline conditions, a set of shoreline restoration and public access projects is being identified. Shoreline project applicants will then have the option of satisfying shoreline protection and public access requirements on-site, or by financially supporting projects that are identified in the alternative mitigation plan.

Timeline:

1. In January, February, and March of 2005 a series of roundtable discussions were held with industrial property owners, neighborhood groups, environmental and public access advocates to identify some of the issues and questions that should be answered through this project.
2. In April a citizens advisory committee was convened. This committee will serve as a sounding board as the plan is developed and provides important insights as to how the goals of the plan can be realized.
3. On June 29 a public workshop was held for the general public and provided an opportunity to learn more about the plan, take comments, and ask questions.
4. In the late winter of 2005, an open house will be held for public review of a draft Shoreline Alternative Mitigation Plan. This open house will be followed by a public comment period. Once the public comment period concludes, and appropriate revisions to the plan have been made, it will be forwarded to the City Council which will then conduct a public hearing on the proposed plan.

Below is the press release from 04/28/04 when the Mayor Launched the Action Agenda to Grow Manufacturing, Maritime Jobs

Mayor Greg Nickels today announced an action agenda to help retain and grow the city's manufacturing, maritime and related businesses, which employ 121,700 people in Seattle.

"Manufacturing and maritime industries are a strong part of Seattle's history and economy, and I want to make sure they are also a strong part of our future," said Nickels. "These industries provide good-paying jobs - we must keep these jobs and grow them."

Nickels used results from a comprehensive study of the industries to develop his action agenda. The study by the city's Office of Economic Development found that manufacturing and maritime industries contribute an estimated \$28.5 billion in revenues to the local economy and more than \$100 million in tax revenues to the city. It also found the industries need support in several major areas, which Nickels' agenda addresses in four broad goals:

- Protect the industrial land base
- Provide user-friendly permitting
- Improve transportation to keep freight moving
- Help businesses not only to stay here but grow here
- Nickels' agenda includes several actions to address the goals. He has already hired an industrial permit liaison, Roque Deherrera, to work with the industries. Nickels also plans to introduce legislation to provide long-term street end use permits for existing industrial businesses. He is also launching the Seattle First program in partnership with the Manufacturing Industrial Council to help retain and grow these businesses.

"I've talked with these industries and we've studied their issues. These steps are specifically geared to address their concerns and needs," said Nickels.

Other action steps in Nickels' agenda include:

- Developing an industrial shoreline plan to identify centralized areas for restoration efforts and allow businesses to expand more easily
- Fighting for funding to replace the Viaduct
- Protecting industrial land
- Hosting an industrial forum with businesses to talk more about ways to help the city's industrial sector

The study of the industries highlights that:

- Manufacturing, maritime and related businesses supported 121,700 jobs in 2001
- Of those 121,700 jobs, 68,800 jobs are in Seattle's Duwamish and Ballard/Interbay/North industrial areas
- Maritime sector alone supported more than 22,000 jobs in 2002
- Average wages of industrial jobs in Seattle is \$50,900, 21% higher than the city's average wage of \$41,900.
- Average wages of maritime sector jobs is nearly \$70,000
- Industrial sector accounted for an estimated \$28.5 billion in revenue in 2001
- Maritime sector accounted for an estimated \$4.1 billion in revenue in 2002

Mayor Greg Nickels convened a Maritime and Industrial Summit on June 30, 2004. The summit was a follow-up to the launch of the Mayor's action agenda to support manufacturing and maritime businesses, and a chance for the City to hear about issues from the maritime and industrial community. See Mayor's action agenda at http://www.seattle.gov/mayor/issues/pdf/mayors_action_agenda_4-27-04final4p.pdf

2004 Priority Summary: The BINMIC Action Committee submitted a proposed amendment to the Comprehensive Plan on January 20, '04. Proposed Comp Plan amendments were the subject of a public hearing before the City Council's Planning & Urban Development Committee on March 16, '04. The Executive's recommendation on amendments to the Comp Plan is expected by early August '04. The Dept. of Planning and Development (DPD) is developing a more comprehensive review of the competing needs for shoreline lands, including street ends, in the Ship Canal and Lake Union areas. This Shoreline Mitigation Plan will start in late 2004 and probably be completed in late 2005.

Dena Gazin
11/19/04

Old Summary: This proposal along with a host of other possible remedies were considered during an exhaustive look at Seattle's manufacturing and maritime industry recently conducted by OED. A 15-member steering committee composed of representatives from a broad cross section of Seattle's maritime industries provided guidance to project staff and consultants. Results of this study and the Mayor's Strategic Action Plan were announced on April 28, 2004. This 2004 BINMIC priority, first proposed in the BINMIC plan, is not articulated specifically in the Maritime Sector Strategic Action Plan.

Rob Mattson
05/07/04

On June 29, Mayor Nickels convened the Seattle Industry summit where over 100 owners and executives of Seattle industries met with City and Port of Seattle officials to discuss barriers to expanding and retaining traditional and maritime industries in Seattle. Councilman David Della plans to convene a series of forums this fall each of which will have a specific topic related to issues important to industrial businesses.

This BINMIC priority will likely come up as one possible strategy which could defend industrially zoned properties against rapidly escalating land values prompted by non-industrial redevelopment.

This is not a project the City can implement; state issue.

Susanne Friedman

Target Completion	Estimated Cost	N/A	Status	In-Progress
Lead Agency/Contact	OED; Brian Surrat, 206-684-8591		Priority	Top

Implementor DPD

Matrix RG3

Activity *Shoreline Street Ends. Revise the text of the City policy regarding use of shoreline street ends in industrial areas (Resolution 29370) to strengthen the preference given to uses that support or are compatible with existing or proposed industrial development in the BINMIC by prohibiting new public access projects on shoreline street ends within the BINMIC.*

<u>RG3: 1 of 1</u>	Sub-Activity	Look into revising the text of the City policy regarding use of shoreline street ends in industrial areas.	
	Sub-Act Comment(s)	DPD has been engaged in the development of the Shoreline Alternative Mitigation Program and should be publishing a draft plan for public review in February 06. This plan will cover all shorelines in the ship canal/Lake Union area. (John Skelton)	Jason Wachs 09/13/05
		DPD is considering the proposed amendment, but is also actively pursuing funding that would allow us to take an alternative approach to this question. If funded, we would plan to develop a more comprehensive review of the competing needs for shoreline lands, including street ends, in the Ship Canal and Lake Union areas. If this approach is funded, the work will probably be completed in late 2005.	John Rahaim 05/20/04
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		We received a request to make an amendment to the Comp Plan regarding the use of street ends in BINMIC. We're right now exploring whether the Comp Plan is the only or best place to deal with that.	Tom Hauger 03/18/04
		The project regarding 'shoreline street ends' is not an OPM project. I think that it is probably a DPD or SDOT issue (zoning & use of the street ends by businesses or community residents). [Kenny Pittman, OPM]	Dena Gazin 03/12/04

Target Completion	Estimated Cost	N/A	Status	In-Progress
Lead Agency/Contact	DPD; Jim Holmes, 684-8372		Priority	Second

Implementor DPD
Matrix RG13
Activity *Raise Shoreline Substantial Master Permit Exemption. Recommend that DCLU and the Port of Seattle petition the Department of Ecology to raise the Shoreline Substantial Master Permit Exemption categorical exemption from \$2,500 to \$20,000 and annually index the exemption to meet the inflation CPI.*

RG13: 1 of 1 **Sub-Activity** Raise Shoreline Substantial Master Permit exemption from current level to \$20,000.

Sub-Act Comment(s) Changed the status from Not Started to In-Progress and added DPD as the lead. The exemption was raised in 2002 from \$2,500 to \$5,000 so progress has been made with respect to this Neighborhood Goal since the Neighborhood Plan was created. Jason Wachs 09/07/05

According to Margaret Glowacki at DPD, the exemption has not been changed since 2002 and therefore remains at \$5,000. No new legislation has been proposed to change the amount.

2004 Priority Summary: In 2002, the exemption was raised from \$2,500 to \$5,000. DPD does not anticipate work on the shoreline master program in the foreseeable future. Raising the amount of the exemption requires state legislative action since the State Department of Ecology is the regulatory agency. Rob Mattson 05/07/04

The amount was already raised to \$5,000. No actions have been taken either by DPD or through the legislature (that I know of) to further change the categorical exemptions. We are not scheduled to do major work on shorelines in the foreseeable future (by 2009). John Rahaim 03/03/04

1 of 5 neighborhood plan priorities for 2004. It is recommended that DCLU and the Port of Seattle petition the Department of Ecology to raise the Shoreline Substantial Master Permit Exemption categorical from \$2,500 to \$20,000 and annually index the exemption to meet the inflation CPI. (Submitted by the BINMIC Action Committee) Dena Gazin 01/06/04

Target Completion **Estimated Cost** N/A **Status** In-Progress
Lead Agency/Contact DPD; Maggie Glowacki, (206) 386-4036 **Priority** Third

Implementor OED
Matrix PS4
Activity *BINMIC Promotion. The City of Seattle shall establish a working group with local and State economic development organizations such as the Seattle-King County Economic Development Council and Washington State Community Trade and Economic Development Department to highlight the character and advantages of the BINMIC area. Member(s) of the BINMIC Committee and Manufacturing Council of Seattle shall be a part of the working group.*

PS4: 1 of 1 **Sub-Activity** Promote BINMIC interests by establishing a cross-agency/departmental group to work with and support the Maritime and Manufacturing industries.

Sub-Act Comment(s) Below is the press release from 04/28/04 when the Mayor Launched the Action Agenda to Grow Manufacturing, Maritime Jobs Jason Wachs 10/19/05

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make sure they are also a strong part of our future," said Nickels. "These industries provide good-paying jobs - we must keep these jobs and grow them."

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2004 Priority Summary: The City's Action Plan to support both the Maritime and Manufacturing sectors is designed to support the entire sector, rather than a specific geography or neighborhood. Certainly, a lot of the maritime industry is in BINMIC, so there will be some natural overlap, and certainly BINMIC will benefit

Unknown User
03/08/04

greatly from the action plan. The overall promotion and support of these sectors will naturally help the BINMIC. At this point, the IDT is not including a state/federal component [Laura Lutz, OED]

OED is the lead for maritime efforts in the City. OED has commissioned and completed an economic impact study of the maritime industry (including fishing) in Seattle, which includes an assessment of maritime activity on the waterfront. The comprehensive study provides a strong overview of the competitive advantage of this cluster, as well as the needs of the fishing industry. While the study does not directly discuss farm land and open space it is quite sufficient in encompassing the impact, presence and needs of this industry. In addition, OED is currently facilitating and leading an interdepartmental team to create an action plan to better support the Maritime and Manufacturing industries in the city, including BINMIC. The action plan will be released in mid-March. [Steve Johnson, OED]

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03/02/04

Target Completion	2004/2	Estimated Cost	N/A	Status	In-Progress
Lead Agency/Contact	OED; Laura Lutz, 684-4538			Priority	Fourth

Implementor OED
Matrix PS1.2

Activity *Financing Local Improvement Districts. Explore use of local improvement districts (L.I.D.), utility local improvement districts (U.L.I.D.), grant matching funds and industrial development bonds for financing joint public and private infrastructure improvements*

PS1.2: 1 of 1 **Sub-Activity** Financing local improvement districts.

Sub-Act Below is the press release from 04/28/04 when the Mayor Launched the Action Agenda to Grow
Comment(s) Manufacturing, Maritime Jobs

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10/19/05

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2004 Priority Summary: Laura Lutz of the Office of Economic Development (OED) will follow up with the BINMIC Action Committee to clarify the objectives and target geographic area within the Ballard Interbay Manufacturing Industrial Center, and determine potential fit with the Mayor's Manufacturing and Maritime Action Agenda.

Dena Gazin
09/09/04

Supporting OIR's legislative efforts in Olympia. [Steve Johnson, OED]

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03/03/04

Target Completion

Estimated Cost N/A

Status On-Going

Lead Agency/Contact OED; Laura Lutz, 684-4538

Priority Fifth